A1

2.(Amended) The damper of claim 1 wherein said damper body includes first and second metallic housings that mate together to define the chamber and to trap a peripheral edge of the flexible diaphragm such that the diaphragm divides the chamber into said first chamber that communicates to pressurized fuel entering the first fitting and leaving the second fitting and said second sealed chamber on said opposite side, said diaphragm flexing in a manner to attenuate fuel pressure pulses in the fuel system.

3.(Amended) The damper of claim 2 wherein the first housing is metallurgically fastened to a metallic quick connect fitting.

Sub A1

5.(Amended) The damper of claim 3 wherein the quick connect fitting is formed integrally with the metallic damper body.

A2

6.(Amended) The damper of claim 1 wherein the first fitting is preformed as a separate metallic component and fastened metallurgically to the damper body.

7.(Amended) The damper of claim 1 wherein the first fitting is formed integrally with the metallic damper body.

8.(Amended) The damper of claim 1 wherein the second chamber contains a gas.

9.(Amended) The damper of claim 8 wherein the second chamber includes said gas at a superambient pressure.

10.(Amended) The damper of claim 8 wherein the second chamber contains air.

11.(Amended) The damper of claim 8 wherein the second chamber communicates to a charge port metallurgically sealed after the second chamber is charged with said gas.

12.(Amended) A method of making a fuel pressure pulse damper, comprising assembling a flexible diaphragm in a damper body in a gas pressurized enclosure having superambient gas therein in a manner to trap said superambient gas between the diaphragm and the damper body.

Versions of claims 1, 2, 3, 5, 6, 7, 8, 9, 10, 12, and 13 marked up to show changes made thereto follow:

1.(Amended) Fuel pressure pulse damper comprising a metallic damper body defining a chamber in which a flexible diaphragm is received in a manner to dampen fuel pressure pulses between a fuel pump and fuel injectors of a vehicle fuel system, said damper body including a first fitting for receiving pressurized fuel and a second [quick connect] fitting for connection to a fuel rail for supplying pressurized fuel to fuel injectors of the vehicle engine, said diaphragm forming a first chamber that communicates to pressurized fuel entering the first fitting and leaving the second fitting and a second sealed chamber on an opposite side of said diaphragm.

2.(Amended) The damper of claim 1 wherein said damper body includes first and second metallic housings that mate together to define the chamber and to trap a peripheral edge of the flexible diaphragm such that the diaphragm divides the chamber into [a] said first chamber that communicates to pressurized fuel entering the first fitting and leaving the [quick connect] second fitting and said second sealed chamber on said opposite side, said diaphragm flexing in a manner to attenuate fuel pressure pulses in the fuel system.

3.(Amended) The damper of claim 2 wherein the [lower] first housing is metallurgically fastened to a metallic quick connect fitting.

5.(Amended) The damper of claim [1] 3 wherein the quick connect fitting is formed integrally with the metallic damper body.

6.(Amended) The damper of claim 1 wherein the [barbed] first fitting is [a] preformed as a separate metallic component and fastened metallurgically to the damper body.

7.(Amended) The damper of claim 1 wherein the [barbed] first fitting is formed integrally with the metallic damper body.

8.(Amended) The damper of claim 1 wherein the [gas-filled] second chamber [is filled with an inert] contains a gas.

9.(Amended) The damper of claim 8 wherein the [gas-filled] second chamber includes said gas at a superambient pressure [gas].

10.(Amended) The damper of claim 8 wherein the [gas-filled] second chamber [includes ambient] contains air.

[12.] 11.(Amended) The damper of claim [1] 8 wherein the [gas-filled] second chamber communicates to a charge port metallurgically sealed after the [gas-filled] second chamber is charged with said gas.

[13.] 12.(Amended) A method of making a fuel pressure pulse damper, comprising assembling a flexible diaphragm in a damper body in a gas pressurized enclosure having superambient gas therein in a manner to trap said superambient gas between the diaphragm and the damper body.

Add new claim 13 as follows:

13. Fuel pressure pulse damper comprising a metallic damper body defining a chamber in which a flexible diaphragm is received in a manner to dampen fuel pressure pulses between a fuel pump and fuel injectors of a vehicle fuel system, said damper body including a first fitting for receiving pressurized fuel and a second quick connect fitting for connection to a fuel rail for supplying pressurized fuel to fuel injectors of the vehicle engine, said second quick connect fitting being preformed as a separate component and fastened metallurgically to the damper body.